

AB 1082/83 Proposals from the Investor Owned Utilities  
Public Workshop with the California Public Utilities Commission

Date: December 6, 2018

Location: California Public Utilities Commission

505 Van Ness Avenue

Auditorium

San Francisco, California

Time	Topics and Speakers
	<b>Moderator: Michael Truax &amp; Carrie Sisto, Energy Division</b>
9:00-9:05	<b>Ground Rules and Workshop Process</b> Michael Truax & Carrie Sisto, Energy Division
9:05-9:15	<b>Welcome and Introduction</b> Commissioner Carla Peterman, CA Public Utilities Commission
9:15 – 10:35	<b>Utility Proposed Program Overviews</b> 15 minutes each for each utility to describe AB 1082 and AB 1083 proposals, with 5 minutes per utility to address clarifying questions <i>Tentative presenters:</i> Liberty Utilities: John Friedrich Pacific Gas and Electric Company: Gracie Brown San Diego Gas & Electric: Randy Schimka and Hannon Rasool Southern California Edison: Eric Seilo
10:35 – 10:45	<b>Break</b>
10:45 – 11:00	<b>Schools' Perspective: EV Charging in Schools</b> Representative school stakeholders
11:00 – 11:15	<b>State Parks' Perspective: EV Charging in State Parks</b> California State Parks representative
11:15 – 12:00	<b>Public Comments and Questions</b> (with focus on questions for Schools and Parks stakeholders)
12:00 – 1:00	<b>Lunch</b>
1:00 – 3:00	<b>Public Comments and Questions</b>
3:00 - 3:15	<b>Wrap Up and Next Steps</b> Michael Truax & Carrie Sisto, Energy Division

The utilities will be prepared to discuss, in their presentations and/or in response to public comments or questions the following topics:

- *Program scope*
- *Program rationale*
- *Portfolio fit (including rationale for not including electric school buses (SCE, SDG&E, PG&E))*
- *Approach to customer selection*
- *Minimum performance accountability measures to justify an EV charger's location and maintenance throughout the pilot*
- *Approach to marketing, education & outreach*
- *Steps the pilot will take to ensure the infrastructure remains useful*

- *Proposal for public to know they are able to use the charging stations*
- *Proposed ownership models, and considerations to provide multiple option to allow for site-host ownership of the EV charging stations*
- *Specific time-variant electric rates that could apply to the potential pilot sites*
- *Any requirements for the site-hosts to manage the charging load*
- *Incorporation of considerations from the Vehicle-to-Grid Integration Working Group*
- *Proposed cost recovery mechanisms*
- *Estimated rate impacts*
- *Proposal for data transfer and evaluation*
- *Estimated number of expected EVs the pilots will support; projected incremental EVs supported each year*
- *Estimated resulting load impacts due to the pilot*
- *Quantifiable expectations for GHG emissions reductions and air quality benefits (PG&E, Liberty)*
- *Other quantifiable or qualitative benefits (PG&E, Liberty)*
- *Annual and cumulative capital and expense costs*
- *Steps taken to identify any risks of stranded assets; steps taken to minimize these identified risks beyond the requirement that a charger needs to remain on site for 8-years minimum*
- *Mechanism to ensure a school is not limited to participate in future EV pilot programs*